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A TEAM from FAA's New England Region was in Mobile, Ala. last week meeting with officials of Teledyne Continental about problems with the TSIO-520BE engine that led Piper Aircraft to recommend that owners of Piper Malibus ground their aircraft (BA, Dec. 7/180).

FAA'S AMNESTY PROGRAM for pilots who failed to report convictions for drunk driving may fall apart. DOT's Inspector General is reporting some who came forward under the program to the Justice Department for possible criminal action for lying on federal medical certificates.

NATIONAL Air Transportation Association officials, who are still upset about getting only a 90-day extension of the compliance deadline for installation of fire-blocking materials on Part 135 aircraft, have not ruled out the possibility of legal action to force FAA to grant operators more time to comply. NATA officials have met several times with legal advisors but say no final decision has been made.

DE HAVILLAND Aircraft of Canada and its Boeing parent are looking at the small jet market for the new 70-passenger Dash 8-400, betting that major carriers and large regionals will opt for the greater efficiencies and reduced costs of turboprop power. At 330 knots, the 400 Series loses only six to eight mintues on a 500-nautical-mile leg, compared with a jet. "Boeing connection" is expected to play a key marketing role.

MASSPORT SCHEDULES HEARING ON LANDING FEES PROPOSAL

Massachusetts Port Authority will hold a public hearing January 7 on its proposal to raise landing fees at Boston's Logan Airport to a minimum $91. Massport released its landing fee schedule last Friday, and as expected, it includes a $65 terminal fee for general aviation aircraft, a minimum landing fee of $50 from the present $25, and a peak hour surcharge of $41, to be assessed between 7-9 a.m. and 4-6 p.m. (BA, Nov. 23/161). A spokeswoman for Massport said the proposal will more accurately allocate cost of the airport's operation. "In the past smaller aircraft were subsidized by the larger carriers. In effect, there will be no more revenues for the authority, because fees for smaller aircraft are going up, while fees for larger ones are going down." The spokeswoman said the fees will also help reduce congestion at the airport. "According to our studies, the fees will result in a 50 percent decrease in operations and a 40 percent decrease in delays."

FAA TO MEET WITH CARRIERS THIS WEEK ON CLOSURE OF LAX RUNWAY

Federal Aviation Administration has invited the 22 largest scheduled air carriers serving Los Angeles International Airport to a meeting this Tuesday (Dec. 15) to discuss the planned closure of Runway 24L/6R at LAX. The meeting had originaly been scheduled for Dec. 17 in Los Angeles, but an FAA spokesman told BA Friday the meeting will held at the Hyatt Regency Hotel in Crystal City, Va. beginning at 12:30 p.m. If necessary, the meeting will be continued on the following day.

Airport officials plan to close the runway, which was built in 1958 and last overlaid in 1974, to permit its complete reconstruction, a $12 million project that is expected to take four to six months. To help lessen the impact of delays at LAX during the runway reconstruction, American Airlines has petitioned FAA to consider limiting general aviation operations there (BA, Sept. 7/178), a suggestion that has drawn strong opposition from GA interest groups.

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1987 BUSINESS JET ACCIDENTS/INCIDENTS - WORLD

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM*
87-01-14	L-35A	Overshot snow covered runway	HB-VGC	Swiss	Pvt	-	S
01-14	C-21(L-35)	Control lost. Engine out training	USAF	AL	USAF	1	D
01-16	L-25	Collided with other aircraft, taxi	N27MJ	GA	Comm	-	S
02-05	L-55	Flew into mountain, S. Africa	F-GDHR	Africa	Comm	7	D
02-17	L-24B	Left main gear collapsed landing	N100DL	MD	Corp	-	M
02-26	L-35A	Aircraft veered on takeoff	N888DJ	CO	Comm	-	S
03-27	L-24A	Collided with high terrain, approach	N31SK	CO	Comm	3	D
04-25	CE-500	Uncontained engine failure	N82AT	OH	Comm	-	S
05-12	L-35A	Control lost. Engine out training	N100EP	PA	Comm	2	D
05-29	NA265	Complete electrical failure, climb	N3030	IL	Corp	-	M
05-31	CE-501	Crash during landing	D-IAEC	Germany	Corp	2	D
06-14	G-II	Unsafe nose gear, collapsed landing	N43R	CA	Corp	-	M
07-16	1121	Abort T.O., overshot runway	N133MF	MS	Comm	-	S
07-31	L-23	Crash during letdown	N28ST	Mexico	Comm	2	D
09-21	L-36A	Abort T.O., overshot runway	N900MD	FL	Comm	-	M
09-22	CE-500	Eng. malf/failure cruise	N2WB	NH	Corp	-	M

* Damage: D-destroyed; S-substantial; M-minor (Incident).

Source: Information is compiled by Robert E. Breiling Associates, Business Aviation Consultants, who compile and analyze business aircraft accident performance by aircraft type and model.

Information presented is based on NTSB,FAA and other preliminary reports which may change when more information is developed.

ROBERT E. BREILING ASSOCIATES

BREILING REPORTS LIST BUSINESS/CORPORATE AIRCRAFT ACCIDENTS -- Begining with the current issue, BUSINESS AVIATION will periodically present a listing of accidents and incidents involving business jets, turboprops and turbine-powered helicopters (see charts on the backs of Pages 186-188). The accident/incident listings are prepared by Robert E. Breiling Associates, which is headed by Robert E. Breiling, a well-known safety consultant who specializes in information on the corporate/executive market. Breiling, a former Navy pilot and former executive of SimuFlite Training International, has for many years prepared a review of corporate aviation accidents for presentation at the Flight Safety Foundation's annual Corporate Aviation Seminar.

Since forming his own consulting business two years ago, Breiling has developed a series of reports providing comprehensive, specific aircraft accident analysis that are designed for use by corporate aircraft operators, potential aircraft purchasers and others involved in the industry. Those reports include Business Jet Aircraft Accidents, Business Turboprop Aircraft Accidents and Twin Turbine Helicopter Accidents, all of which provide detailed historical information on accidents by aircraft type and model. Breiling also provides regular updates. For information, contact Breiling at: 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (305) 395-2148.

AIR WISCONSIN OFFICERS TO COUNTER BUYOUT OFFER -- Officers of Air Wisconsin say they will top the $11.50-per-share buy-out offer of Citicorp Venture Ltd. and two former United executives and take the United Express carrier private. The group has retained the investment banking firm of Piper, Jaffray & Hopwood Inc. to advise them on the buyout and to assist in the necessary financing. Bill Geenen, vice president-finance and official spokesman for the officer group, said the proposal would be in the form of a leveraged buyout in that most of the acquisition price would come from loans from a number of sources. The price per share has not been established. "First you come up with the forecasts, than the credit sources and then you establish the price," he said. Jim Jackson, former United director of marketing who would become president and chief executive of Air Wisconsin under the existing buyout offer, said his group will "wait and see" what the officers' offer is before making a further move. Asked if he expected a bidding war to develop, he said, "I hope not. I do not think that would be of benefit to anybody."

AOPA RECOMMENDS FOUR WAYS TO ADDRESS LOS ANGELES TRAFFIC PROBLEMS -- Aircraft Owners and Pilots Association, in a filing at FAA, has suggested action in four areas to relieve access problems resulting from the implementation of a special rule for the Los Angeles terminal control area (TCA) following the near collision earlier this year between a small aircraft and a jet transport. AOPA, in its comments on the special rule and on a notice of proposed rulemaking, said it does not agree with FAA that an emergency situation existed in the Los Angeles basin or that "any such emergency situation justified the actions taken" by Administrator Allan McArtor in imposing the special rule last August (BA, Aug. 24/87).

AOPA said relief can be found with visual flight ruled corridors and transition routes for overflight/transiting aircraft, instrument flight rules arrival and departure paths, including profile descents, improved TCA charting practices that include VFR ground references and through a "major national program of site-specific educational campaigns." It said while these alternatives are not the "panacea to the problems within the national airspace system," serious consideration and evaluation by FAA of the recommendations "will lead to solutions to the continuing problems with system capacity and airspace management plaguing the nation's air transportation system."

TWO COMPANIES ORDER BAe-146 AIRCRAFT -- TNT of Australia has confirmed orders for three more BAe-146 freighter aircraft for delivery in 1988 and 1989, bringing to eight the number of BAe-146 TNT has committed to and marking a "further step in TNT's commitment to take all freighter variants of the 146 for a five-year production run," British Aerospace said. Two aircraft now are flying overnight European service linking Great Britain with Germany and Sweden. A third aircraft, operated for TNT by Mistral Air of Rome, will bring Italy into the network. Two aircraft now undergoing conversion into freighters at Hayes International, Dothan, Ala., will operate in Scandinavia and France.

Manx Airlines, based on the Isle of Man, has concluded a five-year lease with BAe on an 85-seat BAe-146 for use from Ronaldsway Airport to London. Manx is the first of the Airlines of Britain group, which also includes of British Midland, Loganair and Eurocity Express, which has acquired the BAe-146.

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1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-07	690A	Crashed during 2nd approach in IMC	N57113	MT	Comm	-	S
01-20	U-21	Mid air with Piper Navajo Chieftain	Army	MO	Mil	3	D
02-20	CE-441	Crash app. Reported avionics problem	N6585S	AZ	Comm	2	D
03-11	BE-200	Gear collapsed landing	N4248Y	TX	Corp	-	M
03-20	PA-31T	Crashed executing instr. approach	N200FD	MA	Comm	-	D
05-19	BE-100	Ground crew walked into prop. arc	N753D	AL	Corp	1	M
06-18	BE-90	Gear collapsed during landing	N2030W	CA	Pvt	-	S
06-19	MU-2F	Crashed in Everglades, cause unknown	N184MA	FL	Comm	1	D
06-21	690	Power loss on final. Lost control	N662DM	NV	Comm	2	D
06-23	BE-200	Stall/hard landing. Fire followed	N859DD	AL	Bus	-	D
06-24	690A	Inflight structural failure	N57169	FL	Comm	2	D
06-24	BE-200C	Hit fuel pump taxi	N617MS	KY	Corp	-	D
07-02	MU-2	Lost control during takeoff	N271MA	MO	Bus	-	S
07-07	PA-31T	Landed with gear retracted	N38WA	CA	Bus	-	S
07-16	MU-2B	Landed hard short of runway	N702H	TN	Bus	-	S
07-17	BE-200	Letdown into mountainous terrain	N1870S	CA	Bus	4	D
08-09	BE-90	Press. sys. fire during climb	N425K	WI	Comm	-	S
09-02	690	Gear would not extend, gr. up ldg.	N9168N	WI	Comm	-	S
09-08	BE-100	Landed gear up	N73KA	IN	Bus	-	S
09-16	840	Elec. fire in cockpit prior landing	N5925	WY	Bus	-	M
09-21	CE-441	Hit tel. wires night VFR approach	N76DA	TX	Bus	-	S
09-30	BE-100	Swerve of rwy. ldg. Hit building	N32RL	OR	Pvt	-	D

Source: Information is compiled by Robert E. Breiling Associates, Business Aviation Consultants, who compile and analyze business aircraft accident performance by aircraft type and model.

ROBERT E. BREILING ASSOCIATES

1988

1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-09	AS355F	Aircraft damaged landing	N355DU	NC	EMS	-	S
01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
06-08	BO-105	Crash hortly after lift off	-	MI	EMS	2	D
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
08-19	AS355F	Tail rtr. malf/failure rig lift off	N359EP	TX	Corp	-	S

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NOTE

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